

III. Complete Goals, Policies, and Implementation Activities

This section lists the complete goals, policies and implementation activities of the Greenwood/Phinney Ridge Neighborhood Plan. These are a result of input from the Phase 1 survey, prior plans, and input from the Greenwood /Phinney Ridge Steering Committee, topical public forums, a Town Meeting and a validating survey.

The goals, policies and implementation activities are organized by planning categories. Each section includes: Goals, objectives, policies, followed by a matrix listing each of the specifically related activities. Each planning section begins with a brief introduction and draft 'guiding principles.' The activities in the matrix will eventually be given a rating on priority, determined whether it is a near term or long term implementation activity, identify who are the potential implementors and estimated costs. The goals, policies and implementation activities planning categories included the following:

- A. Residential Urban Village
- B. Land Use and Housing
- C. Traffic and Transportation
- D. Parks and Open Space
- E. Public Safety
- F. Commercial Development
- G. Design and community Appearance (INCOMPLETE)
- H. Community and Capital Facilities and Utilities

A. Residential Urban Village

The proposed Residential Urban Village differs from the city-designated delineation. The community-proposed Residential Urban Village strives to reinforce the existing unity and to strengthen the current linkages. This strategy will emphasize the current major arterials and shape the RUV to follow the mm-single, multi-family/commercial zoning boundary around Greenwood and 85th, extending as far north as 105th and as far south as the Woodland Park Zoo, east to Fremont Avenue, and west to 6th Avenue NW.

BENEFITS

- Existing single-family zones are excluded from the urban village boundary, thereby assuring that future single family zone growth is limited to the construction or conversion of accessory dwelling units. A clear signal is sent: significant growth is to occur only within the RUV.
- The current "Main Street" pattern of development is reinforced and utilized as the root of a unifying element from Woodland Park Zoo to 105th and beyond in the north end.
- Existing services are distributed linearly with a concentration at 85th. The Residential Urban Village boundary follows this pattern, keeping services within an easy 5-minute walk in any point along the strip, not to a single center point of our large planning area.
- The extent of the Residential Urban Village is long, allowing new growth to disperse over a larger area,

rather than overdensifying a limited zone.

LIABILITIES

- Creates a conflict with the city's criterion for a residential urban village, which will take additional time and energy to resolve.
- Infrastructure improvements could be required over a larger area with the potential for increased costs. Areas outside the RUV boundary like the drainage and walkways needed in the NE and NW quadrants, could conceivably not be a priority in the city's evolving funding criteria.
- In either proposal, what happens when the growth target for housing is met? Does the market pressure to build cause the city to declare a moratorium on building, Or does the whole area just continue to develop more densely?
- Is the whole north-south corridor too conducive to development, leading to a continuous wall of mixed-use, four story construction that will change the neighborhood as we know it?
- Will the development north of 90th Street start to become a similar amenity for the residential community as the south portion of the corridor, or will the development be haphazard and not a community asset?

Residential Urban Village Goals, Policies and Objectives

Goal RUV-1 Facilitate Alternative Forms of Mobility within the Urban Village

Policy 1.1

Alternative forms of mobility should be designed around the following criteria:

- . 3 Blocks (1,000') from daily services.
Supermarket/Hardware /Mail/Library.
- . 1 Block (500') from priority transit.
- . Complete pedestrian system on all public ways within boundary (must be concurrent with designation).
- 4 Blocks (1,500') from major transit node (1 transfer to regional destinations) & designated bikeways.

Goal RUV-2 Provide High Quality Living Environment at Medium Lowrise Densities

Policy 2.1.

- . Immediate (100') to shared greenspace.
- . Immediate (20') access to private outdoor space.
- Utility infrastructure complete/ full functioning within boundary (must be concurrent with designations).
- . 4 Blocks (1,500') from playfields.

Goal RUV-3 Minimize Impact of R.U.V. on Existing Neighborhood Scale & Character

Objectives:

- 3.1 All projects within boundary subject to design review
- 3.2 Boundaries to follow alignment where it is least noticeable & follows existing seams/edges,
 - Arterials
 - Change in block orientation
 - Alleys
 - Topography /Natural features
- 3.3 Exclude all single family residential areas from within Urban Village boundaries.

GOAL CD-2 To have the same re-zone criteria apply either inside or outside Urban Village boundaries.

Objectives

- L4-1 Insures capital funding priorities receive equal rating and treatment either within or outside Urban Villages,
- L4-2 Accomplished through comp-plan amendment policies.

1. Redesignate the Residential Urban Village to be the non-single family zoning boundary as far 'North as 10.5 th, South to the Zoo, East to Fremont Avenue and West to 6th Ave.

B. Land Use & Housing

Introductory Narrative:

Through the land-use portion of the plan we are trying to respect the successful historic patterns of development in the area, and build on them to make the growth pressures we are facing have the best outcome practical.

Guiding Principles:

- . Make changes in incremental steps so that THE POSITIVE characteristic of our neighborhood are not lost overnight. An incremental approach to change permits refinements to the plan as you go.
- . Enhance the viability of all existing zoned commercial . . . areas.
- . Conserve the current character of existing residential areas.
- . Target improvement ts only to current identified problems, or anticipated problems if current trends continue.

Land Use and Housing Goals, Policies and Objectives

Goal L-1 Facilitate Higher Density in Node Patterns Concentrated where Services are Available

Objectives

- L-1. 1 Remain non-controversial.
- L-1. 2 Focus is on removing de facto roadblocks & red tape.
- L-1.3 Research linkage and or benefits to neighborhood anchors.
- L-1.4 Centered where amenities and services coincide,

Goal L-2 Meet Affordable Housing Targets

Objectives

- L-2. 1 Maintain stock of existing buildings.
- L-2.2 Support existing owners & renters staying in their homes & not forced out by gentrification/increasing taxes.
- L-2. 3 Identify adequate areas (supply) to meet demand for smaller affordable housing units.

Goal L-3 Preserve the Scale & Character of Existing Zoned Single Family

Objectives:

- L-3. 1 Prevent non-specific or large area upzoning.
- L-3.3 Existing SF zoning mass, bulk, character strictly enforced.
- L-3 .4 Owner occupancy(?!)

Goal L-4 Concurrency of Amenities with Densifying Areas

Objectives

- L-4. 1 Walking system on all streets.
- L-4.2 Traffic **Calming** on collector streets.
- L-4.3 Mobility alternatives m facilitate automobile trip substitution.
- L-4.4 Open space to provide relief from density not necessarily active play.
- L-4. s Functional infrastructure/utilities sewer, storm drainage, electrical, gas, tv and phone.
- L-4.6 Street trees landscaping of public right-of-ways

Goal L-5 Encourage Redevelopment of Blighted Areas

Objectives

- L-5. 1 Preserve demographic balance.
- L-5.2 Maintain affordability
- L-5.3 Propose levels of reinvestments consistent with the communities willingness to pay and the value received from the expenditure. We need to ask the question, if it were my money, would I spend it on this?

CONCURRENCY

1. Put in complete systems at the same time. Front fund to complete system then asses late rover fees to make it fair. Look at blocks of areas.
2. Revise/provide standards for residential scale open space for residents.

ZONING

3. Allow single use residential in Commercial and NC zones outside of all overlay zones.
4. Establish historic conservation district throughout planning area. Designations based on merit and cooperation of property owner.

HOUSING

5. Atlow additional Accessory Dwelling Units (ADUS) and conversions of existing structures into duplexes, No more than two housing units per lot.
6. Cover interest loans to make money available for cleanup and not be exclusionary
7. Start rotating capital, local low interest housing improvement loan program. (Research University Community Urban Center and the central area programs)

C. Traffic and Transportation

If Pogo's famous line, "We have seen the enemy and he is us!," can be best applied to any of the issues facing neighborhood planning, it is surely in the arena of transportation.

Transportation and traffic management are at the top of people's concerns about safety, quality of life, and the commercial viability of our neighborhood. We dislike the effects of too many cars on our streets, but we drive them and park them anyway.

If we are part of the problem, we are also part of the solution. We express a desire to use our cars less, if there were more sidewalks and walkways; more protected bike lanes; commercial services and goods within walking distance; user-friendly and frequent transit; and safe arterial streets to cross. The following recommendations are proposed to develop a plan for transportation improvements that are consistent with the Greenwood/Phinney Ridge neighborhood vision for the future.

Traffic and Transportation Goals, Policies and Objectives

Goal T-1 Maximize opportunities to take public transit.

Objective

T-1.1 Develop effective linkages throughout the neighborhood, to downtown, west to Ballard, east to Northgate with logical connections to future light rail stops.

T-1.2 Tie into an intra-Seattle rapid transit system E-W along 85th and link with a N-S system along 99.

Goal T-2 Re-design arterial streets (including signalization) to enhance pedestrian efficiency and safety

Objective

T-2.1 Reduce pedestrian wait times at 85th/Greenwood crossing.

T-2.2 Promote safe/reduced speed auto usage.

T-2.3 Improve aesthetics of streetscape without formally redesignating any streets to any arterial classification.

Goal T-3 Distribute N-S and E-W commuter traffic equitably between major, minor and collector arterials and reduce average speed to legal limit on all arterials.

Objective:

T-3.1 Enable people to safely turn into and out of their driveways on arterial streets.

T-3.2 Achieve equitable distribution of E-W commuter traffic from Ballard to Aurora and I-5 which travels across Green-

wood/Phinney on arterials and residential streets.

T-3.3 Work with Wallingford Plan recommendation to funnel more cars onto 50th rather than 45th

Goal T-4 improve Traffic Flow & Air Quality

Objective

T-4.1 Expedite turning motions at 85th/Greenwood and 65th/Phinney during peak demand hours.

T-4.2 Improve traffic flow on 80th and measure air quality along 80th St. corridor and improve if warranted.

T-4.3 Qualify/quantify the problem here relative to 85th. Is there a cut through problem resulting from 80th being slow? There are conflicting opinions on this issue.

Goal T-5 Encourage carpooling, car-sharing, bike riding, and walking in lieu of intra-neighborhood and trips outside neighborhood including commuting and shopping trips by car.

Goal T-6 Provide traffic calming devices on problem streets experiencing excessive speeds, volumes, and arterial-avoidance type of cut-through driving pattern.

Policies

T-7.1 Identify priority locations for traffic calming treatment and create a roster of agreed upon projects for funding using annual Neighborhood Street Fund process until another source of funding is available.

T-7.2 Improve effectiveness and attractiveness of existing devices and traffic islands by adding plant materials where there is only asphalt now.

Goal T-7 Reduce excessive impacts of Woodland Park Zoo destination traffic and parking on surrounding residential areas.

Objectives:

T-8.1 Complete study of traffic and parking demand at Zoo; coordinate with long range plan update for Woodland Park Zoo.

T-8.2 Zoo/Parks Department and Woodland Park Zoological Society to prepare impact traffic/parking mitigation plan including Transportation Demand Management plan and parking structure plan

Goal T-8 Reduce commuter use of residential streets.

Goal T-11 Provide adequate (more) parking for business customers along commercial blocks in Greenwood and Phinney.

Goal T-1 2 Ensure adequate residential parking in neighborhoods.

Objectives:

T-12, 1 Ensure that all new commercial and residential development provides generous numbers of parking space on-site. (Need to validate parking requirements for ADUs and rooming houses situations which fall outside land use code requirements.)

Goal T-13 Allow residential streets to be used for non-auto purposes at appropriate and regular intervals.

Goal T-14 Agree on plan and priority for sidewalk/walkway installation in areas without sidewalks throughout planning area.

TRANSIT IMPROVEMENTS

1. Increase frequencies of buses to 10 minute headways until 9 pm.
2. Provide signal prioritization for buses on Greenwood/Phinney.
3. Increase service to 15 minute headways on weekends.

TRAFFIC FLOW

4. Refine cross-sections to provide walkways, drainage, landscape planting snips, median planting strips and marked lanes for upgrading heavily used and priority streets such as 87th, 90th; Dayton, Fremont & Linden Ave.
5. Improve access to Aurora SB at 50th Streets to reduce commuter usage of residential streets.
6. Improve site distance & merging lane at 50th & Aurora.
7. Improve intersection at 50th and Fremont (entrance to Zoo) to separate left turn motions. Improve signage to direct cars to access Aurora at 50th Street.
- 7.1 Use curb bulbs to create northbound turn restrictions from 65th to Greenwood Ave. to prevent cars from cutting the light at N. 65th St. to make a left turn there.
8. Redirect portions of commuter traffic on 3rd NW to 8th and 15th and Greenwood/Phinney to get volumes back to designation status.
9. Provide better thru-access north of 85th on 8th NW and Holman Road.
10. Upgrade signals and timing between Aurora Ave. and 15th NW along 85th.
- xx. Create "frontage" lane within existing parking lots for commercial access.
11. Consolidate driveways along 85th between Greenwood and 3rd NW!
12. Provide longer N-S thru movement at 65th during peak demand to facilitate turns OR install left turn signal.

ALTERNATIVE TRANSPORTATION

13. Create Greenwood-Phinney based carpool program.
14. Develop pilot program for car-sharing.
15. Encourage merchant-based walking/ride sharing/shopping promotion.

16. T-6. 1 Stripe significant miles per year of bike lanes to shopping and park destinations. Place a significant number of units of bike parking.

PEDESTRIAN IMPROVEMENTS

17. Paint bold X-walks at all bus stops & shelters
18. Place crosswalks on 80th St. at Fremont and Dayton streets to connect residential areas on both side of this busy, hard to cross arterial.
19. Place pedestrian activated crosswalks at 85th and Fremont and 105th and Fremont.
20. Make pedestrian signals at 60th & Phinney and 68th & Aurora responsive to peals and E-W bound cars. (Currently no loop detection and delayed response making it frustrating for both peals and cars.)
21. Establish local transit center(s) in central Greenwood (co-located with central commercial parking) and Phinney (at 66th & Aurora current site of car repair shop and traffic islands parallel to Aurora.)
22. Provide safe pedestrian and bike messing for access to Green Lake area from Phinney Ridge at the 63rd St Underpass. (Currently very risky to cross against heavy traffic to get to the sidewalk on the east side & there is no sidewalk on the west side of the underpass.)
24. Create bike corridor on 6th NW instead of 8th to reduce bike/car/truck conflicts.

TRAFFIC CALMING

25. Establish integrated pattern of circles, speed cables, chicanes, pinch points or other devices along first 2 residential streets adjacent to all arterials.
26. Redesign to improve effectiveness of current speed tables along Fremont north of 85th.
27. Reduce speed and noise of traffic on N. 65th St. by repaving street with sound deadening material when needed again and redesign for alternating parking to slow down westbound traffic.

PARKING

29. Remove parking restrictions on E-W streets where such actions would not create any extraordinary hazards or driveway conflicts.
30. Create 2-4 hour commercial parking zones along Phinney and Greenwood to limit commuter parking there during daytime.
31. Establish central free or validated parking lots in Greenwood commercial district. Connect with pedestrian walkways to 8th S and Greenwood Avenue.
32. Remove parking restrictions on E-W streets where such actions would not create any extraordinary hazards or driveway conflicts.
33. Ensure that all new commercial and residential development provides generous numbers of parking space on-site. (Need to validate parking requirements for ADUs and rooming houses situations which fall outside land use code requirements.)
34. Establish no-car hours on some flat residential streets for children to play and for street parties.

D. Parks and Open Space

Introductory Narrative:

Increasing publicly usable open space by identifying and acquiring land for new parks is a top priority. The community is also eager to beautify our neighborhood by creating park-like, pedestrian-friendly streets, planting trees and increasing local connections to open space. Planning and construction of recreational facilities within our community is a long-term objective for our neighborhood. Growth in the Neighborhood shall be designed to mitigate any negative impacts of environmental issues such as air and water quality, water availability and runoff and noise. All neighborhood planning shall consider the diverse needs of all community residence including the needs of seniors, children and persons with disabilities.

Parks and Open Space Goals, Policies and Objectives

Goal OS- 1 "NEW PARKS" AND OPEN SPACE:
Provide additional opportunities for active and passive recreational activities within the planning area.

Objectives:

- OS- 1.1 Bring the planning area into compliance with the City Comprehensive Plan goals for usable open space and parks.
- OS- 1.2 Increase usable Open Space
- OS- 1.3 Provide playgrounds/parks and green space within 1/4 mile of all planning area residence.
- OS- 1.4 Preserve all vacant/undeveloped land within the planning area for recreational use.
- OS- 1.5 Utilize surplus city owned properties within the planning area for recreation/open and green space.

GOAL OS-2 PEDESTRIAN-FRIENDLY STREETS:
Preserve, enhance and create pedestrian/bicycle-friendly and park-like streets.

Objectives

- OS-2. 1 Encouraging pedestrian and bicycle activity in the neighborhood.
- OS-2.2 Create a network of bikeways and walkways that are safe, clearly identifiable and attractive which connect neighborhoods to parks, neighborhoods to neighborhoods and commerce areas to open space.

GOAL OS-3 "VIEWSHEDS": Identify preserve, regulate by ordinance and provide amenities for the enjoyment of views and open space by the public.

Objectives

- OS-3. 1 Have city planners/zoning experts consider light/shadow, density, openness, view and groundwater/runoff issues when creating ordinances for the Greenwood/Phinney neighborhood.
- OS-3.2 Avoid the canyon-like feel of 4-story multi-family housing placed right against the sidewalk, by requiring setbacks and community open space as a part of multi-family and commercial development.
- OS-3.3 Preserve existing view corridors that characterize the openness of the Planning area.
- OS-3.4 Setback buildings to protect views

GOAL OS-4 Develop a full service recreational facility, including an indoor swimming pool, weight room and gymnasium within walking distance of the Greenwood "downtown" centered at N 85th Street and Greenwood Avenue North.

Objectives

- OS-4. 1 Provide a facility that will create recreation and fitness opportunities without requiring the purchase of large plots of land for new parks and open/green space.
- OS-4.2 Create a facility that can provide recreational opportunities similar to a park/open space experience in an indoor, all weather all-ages setting
- OS-4.3 Relieve pressure on the Evans and Ballard swimming pools.

Policies:

- OS-4. 5 Undertake facility planning including, but not limited to, siting, funding, and design.
- OS-4. 6 Work with the City of Seattle to identify funding for maintenance and operation of the new facility
- OS-4. 7 Work with the community and PNA to ensure the facility will address unmet recreational needs in the Planning Area
- OS-4. 8 Coordinate with the new library planning process in the event these facilities can be collocated in a campus environment.
- OS-4.9 Ensure facility is senior/ADA compliant
- OS-4. 10 Ensure bicycle, pedestrian, transit and shuttle connections are created to provide and promote use of the facility

GOAL OS-5 Improve pedestrian access to existing & potential open space.

GOAL OS-6 Improve the environmental health and environmental awareness of the planning area

Objectives

OS6,1 Improve ecological function of the Pipers Creek waterbasin

OS6,2 Reduce sedimentation and negative impacts in Piper's Creek caused by peak flows (2 to 300 cfs during storms)

OS 6.3 Continue environmental education and outreach

OS 6.4 Increase infiltration where possible, roads, sidewalks, ditches etc.,

ADDITIONAL PUBLIC OPEN SPACE

1. Designate the Powerline Corridor as a public trail.
2. Create mid-block pedestrian crossings along Powerline Corridor.
3. Acquire, design, and create Greenhouse park:
 - a. Reuse of greenhouses for public
 - b. Bathrooms with limited access
 - c. Community plant salvage
4. Acquire/Create City Light Substation Park at NW 76th & 6th NW
5. Acquire/Create City Phinney Neighborhood Association site for park/green space development.
6. Insure new library space maintains park like design attributes.
7. Inventory and assess the feasibility of open space/park use at vacant and undeveloped parcels within the planning area. Candidate sites include:
 - a. 67th & Fremont Ave. N
 - b. 95th & Fremont Ave. N (NE&NW corner?)
 - c. 85th & Evanston Ave. N
 - d. Closed street end at Greenwood & 97th

GREENING

8. Develop a 10-15' buffer of green/Open Space along North 85th Street at Fred Meyer/Greenwood Market/Bartells property.
9. Add greenery, benches, pocket parks etc. along Greenwood/Phinney Avenue
10. Plant trees on major arterial routes and neighborhood streets
 - A. Street trees should soften edges but not obscure views.

PEDESTRIAN ROUTES

11. Add and improve bike routes along 7th to Greenlake Way connecting neighborhoods to parks, neighborhoods to neighborhoods and neighborhoods to commerce areas.
12. Use traffic calming, intricate paving, lighting, plantings and benches. Reduce area litter by adding trash receptacles, increasing community awareness through education and tie local commerce into the project
13. Identify Bike lines in the planning area.
14. Signs, benches etc. to allow neighbors to connect with existing open space like Piper's Creek tributaries.
15. Create a pedestrian/bicycle friendly corridor along 1st Ave. N from approximately 80th Ave. N to Sandel Park, then N/NW to connect at Carkeek Park Trailhead behind the "ARTS" Shopping center
16. Provide green medians on 8th Ave. NW and on 85th St. (REVIEW)
17. Designate the following as "Green Streets":
 - Type 11: N 97th St between Fremont & Greenwood, 103rd between Fremont & Evanston
 - Type 111: Fremont Ave. N 87th between Evanston & Fremont, 92nd between Fremont & Evanston
 - Type IV: N 97th between Greenwood & Phinney
18. Preserve the Olmsted Route at Woodland Park, Greenwood/Phinney and N 67th streets (PNA NW corner) and along Right-of-way corridor from N 105th St. to N 90th St.

VIEWSHEDS

- xx. Develop an inventory and prioritize viewsheds as basis for protection and supplemental guidelines,
19. Protect these viewsheds when creating ordinances governing development in our neighborhood.
 - a. Looking West from Phinney Ave. at most intersections, especially where building density is low.
 - b. 65th at Phinney in both East or West directions
 - c. Greenwood at 72nd & other Easterly looking streets out over Greenlake & west, again where building density is low
 - d. Library-Greenwood at 81st looking east, but also north into bowl.
 - e. 67th at PNA site looking east in Greenwood
 - f. S 7th St from overpass down along "Olmsted" Drive going west
 - g. 85th St on East rise looking back West from high spot in roadway is potentially critical (a gateway)
 - h., 60th @ 3rd NW from P-patch looking West
 - i. 92nd & Fremont looking West into the bowl and over towards the Sound
 - j. Potentially the area @ 97th off Phinney & Greenwood where a green space with a view might be created.
 - k. 55th at Greenwood behind Lutheran Church

E. Public Safety

The current public safety issues include:

- . Car prowls and Daytime break-ins are on major increase.
- . Aurora Drug and prostitution has not spilled over, but jumped into Greenwood area. Although lesser and more sporadic. all block watch captains have reported instances.
- . Speeding on residential streets, collectors, Arterials.
- Graffiti, particularly on Greenwood Thoroughfares.
- . Lighting: insufficient lighting on alleys & some portions of arterials. Necessary to deter vandalism, graffiti, break-ins, car-prowls & increased safety Residents requesting lights are now responsible for their installation cost and upkeep.

Public Safety Goals, **Policies** and Objectives

GOAL PS-1	POLICE PRESENCE
GOAL PS-2	SLOW SPEEDING VEHICLES
GOAL PS-3	GRAFFITI DETERRENCE
GOAL PS-4	INCREASED LIGHTING

1. Institute daytime patrols, police drive-bys; broaden Block Watch program.
2. Institute more police drive-bys; increased awareness of public to call in suspicious activities.
3. Create permitted parking on both sides of designated streets; chicanes on street ends; speed "bumps"; "slow, children at play" signs posted to slow speeding cars.
4. Encourage team and individual participation by block residents to immediately clean/paint as deterrent for graffiti,
5. Identify and install (nicer) lighting where it's needed.
6. Institute Patrols during evenings, particularly Fri & Sat.

F. Commercial Development

Introductory Narrative:

Guiding Principles:

Commercial Development Goals, Policies and Objectives

GOAL CD- 1 To have the same re-zone criteria apply either inside our outside Urban Village boundaries.

CD- 1.1 To protect the integrity of single family areas from potential upzoning or increasing "density limits which can lead in upzoning.

GOAL CD-2 Place emphasis on the commercial corridor running north and south on Greenwood Avenue.

GOAL CD-3 Help re-vitalize core at 85th Street

Objectives

CD-3. 1 Make the area more "shopper-friendly

GOAL CD-4 Stabilize parking

STREET CHARACTER

1. Exclusions could include buffer or transition areas between Residential and commercial areas..
2. Use the "Main Street" concept to unite Phinney Ridge and Greenwood
3. Use common themes tying in Woodland Park and the zoo with signage, benches plantings, banners, etc.
4. Adopt tree policies as part of any design guidelines for the "Main Street" concept along the sides of the avenue.

PEDESTRIAN ACCESS

7. Open a mid-block pedestrian access point from this lot behind Washington Mutual to Greenwood Avenue.

PARKING & BUSINESS DELIVERY

5. Resist using the left-hand turn median for planting trees to allow small businesses to receive deliveries and provide easy left turn access for shoppers.
6. Have city help acquire existing parking lot on the east side of Greenwood Avenue between 85th & 87th behind Washington Mutual.
8. Have city help acquire the small parking lot between 84th & 87th behind Buddy's Café.
9. Vacate the alley adjacent to this lot.
10. Establish a merchant "Free" 2-hour parking program for customers in these lots.
12. Increase on-site parking for NC and multi-family zones as part of design criteria
13. Insure a no-net loss in street parking along commercial arterials.
14. Eliminate one-side only parking in residential areas.

TRAFFIC CALMING

11. Slow traffic on Palatine Ave. North between 85th & 87th with angle-in parking

TRANSIT

16. Provide bus service with 10-12 minute headway along Greenwood corridor,
17. Institute a "free-ride" zone or pass system from Woodland Park and the zoo to N 145th Street.

G. Design and Community Appearance - incomplete

Introductory Narrative:

Guiding Principles:

Design and Community Appearance Goals, Policies and Objectives

ADD - Developing supplemental design guidelines should be a potential project for early implementation funds. These images and questions should provide the basis for this.

H. Community and Capital Facilities and Utilities

Introductory Narrative:

To be completed

Guiding Principles:

Community and Capital Facilities and Utilities Goals, Policies and Objectives

GOAL	CF 1 Develop a new and expanded library which enhances the Greenwood-Phinney Ridge community.
Objective	CF 1.1 Location and design of the new library should support broad Neighborhood Plan goals in addition to library system goals.
Policies	<p>CF 1.1.1 The library board should work closely with the community and neighborhood stakeholders in making its siting decisions.</p> <p>CF 1.1.2 Location should be accessible to, and support development/redevelopment of, a pedestrian-friendly Greenwood "town center".</p> <p>CF 1.1.3 At the same time, location should help ensure safe access by children from the two schools,</p> <p>CF 1.1.4 The impacts of parking and vehicular access on residential streets should be minimized.</p> <p>CF 1.1.5 Landscaping should create a green, park-like setting with benches or other amenities which encourage people to linger, gather, and converse.</p>
Objective	CF 1.2 Co-locate compatible activities, such as the city's Greenwood Service Center, community, meeting rooms, and display space for Greenwood - Phinney Ridge neighborhood groups, into the new library building
GOAL	CF 2 Maintain and strengthen a vibrant arts community.
GOAL	CF 3 Maintain and strengthen the Phinney Neighborhood Center as the "Heart of Phinney".
Objective	CF 3.1 Preserve the long-term use of this school district-owned facility as a neighborhood center,
Objective	CF 3.2. Ensure that a newly developed library/civic/recreation center complements and works well with the Phinney Neighborhood Center,
GOAL	CF 4 Maintain and strengthen our two human service facilities, the Greenwood Senior Center and the Boys and Girls Club, and the important services they provide for the seniors, youth, and families of our neighborhood,
Objective	CF 4.1 Use the opportunity presented by the acquisition of Greenhouse Park to enhance the area's recreational opportunities and facilities in collaboration with the Boys and Girls Club.
GOAL	CF 5 Put the green back in Greenwood's community facilities: Improve the accessibility and attractiveness of all of the above community facilities as places where neighbors gather.